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| was included in the field, which was scheduled to be opened in November 1951. An E-W runway, about 1,800 x 10 meters, and a NW-SE runway, about 1,500 x 10 meters, and a NW-SE runway, about 1,500 x 10 meters, and a nW-SE runway, about 1,500 x 10 meters, and a nW-SE runway, about 1,500 x 10 meters, and a third runway, 900 x 10 meters, had not started. Completed by Harch 1951 were: one hangar 80 x 10 x 12 meters for three or four H-125; one underground fuel tank installation with a capacity of 160,000 liters; 3 tanks, each 12 meters long and 3.5 meters in diameter. * After the war, the concrete runway 1,800 x 10 meters and the concrete taxiway at 200 cumorcial airfield were repaired. In August 1951, the hengars were still demagod. A guard detail of 1 NGO and 8 EM detached from Filson airfield (N 50/L Oh) was stationed at the field. The guard detail was relieved every two weeks. * Brod (0 50/ NG) was stationed at the field. The guard detail was relieved every two weeks. * The field was occupied by the Masaryk Air Force Regiment. Commanding officer was Lieutenant Colonel Gullanovic, (fnu), his deputy Major Kubar, (fnu). Capt Bednar, (fnu) and Gapt Nosek, (fnu) were also assigned to the regimental hoadquarters. The regiment consisted of about 250 men, including about 30 junior sergeant and sergeant pilots, and about 60 observers. Chief of the 1st Squadron was Staff Captain Podr, (fnu); Constituted of the 2nd Squadron Staff Captain Podr, (fnu); | | | all crabe Dimensions: about 3 km from a | and do | |
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| | (fnu), whose deputy was Lieutenant Caska, (fnu), Chief of the auxiliary mechanics was Lieutenant Brych, (fnu), Chief of the 3rd Squadron was Senior Lieutenant Viliam Kovar, his deputy was Senior Lieutenant Bily, (fnu), The regiment was equipped with 33 twin-engine Siebel planes, I single-engine Arado, I single-engine Spitfire fighter, and A Pieseler Storchs, The regiment was equipped with 35 parachutes for pilots and about 150 parachutes for pilots and about 150 parachutes for observers, German parachutes were replaced by Czech equipment manufactured at the Pak Plant in Prague. The parachutes were carefully serviced. The Hasaryk Air Porce Regiment was moved from Milovice-Bozi Dar (0 51/6 10) airfield to Havlickuv Brod on 15 horil 1919. Jet aircraft were expected to arrive at Bozi Dar field, **** |
| installation will chiefly be used by civi Com ent. This information refers to The field is presently unoccupied. The sa Chab-Hor Schoen airfield. Low ent. This information general Most of the officers r at the field differ, llowever, this differ of content, Shaff Captains Fudr and Kudr | il aviation. the northern of the two fields east of Cheb. me is believed to be true with regard to the 50X1-HUM ty agrees with previous information. se being stationed |

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